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EDITORIAL

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DEAN FETED

Dean E. A. Hitchcock was honored by thirty-three members of the faculty of the College of Engineering at a banquet December 12, celebrating his ten years of service as head of the College. Different ones who spoke emphasized the rapid growth which the College has enjoyed under the direction of Dean Hitchcock. Not only has the enrollment increased but also the acquisition of adequate equipment and the expanding of personnel have kept pace with the growth of the College.

Professor W. T. Magruder performed the duties of toastmaster in an efficient and entertaining manner. There was at least one representative from each of the thirteen departments and a number of these were called on for remarks. "Charges" and "recriminations" against the Dean were advanced. At the close of this most delightful banquet a resolution was passed "condemning" the Dean for being such a valuable college head.

THE BUSINESS SLUMP

Dexter S. Kimball, Dean of the Colleges of Engineering of Cornell University, who is at present attached to the faculty of the Graduate School of Business of Stanford University, presents one of the most reasonable discussions of the current business depression that has yet come to our attention.

Dean Kimball challenges the widely advocated "spend-more" solution, saying, in part, that to suggest to consumers to spend more when millions of them are unemployed, is like telling a man to defend himself after he has been knocked flat.

The voluminous literature already circulated regarding the depression has identified the problem as one of distribution. Due to a study of the problems of production by scientifically trained men, the production of goods is now on a sound



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and well-ordered basis. It is not too much to hope that the present imperfections of distribution can be remedied by more scientific methods. Product distribution now seems to rest on empiricism and guess-work methods.

Most of the remedies suggested for the solution of the problem seem to be of a palliative nature instead of being designed to prevent the recurrence of such economic disasters. These temporary measures, such as charity relief, reduction of working hours, the use of public funds for the carrying on of building construction, and such,

deserve serious consideration as common-sense methods for supplying employment until industry again becomes active. The serious draw-back to the use of public funds for construction is the amount of "red-tape" that must be gone through before such money becomes available.

These points are all well taken, and coming from such a distinguished engineer, are quite worthy of our consideration. What delights us, especially, is that the Dean has not once mentioned the sale of apples as a remedy. We have, of late, become very tired of eating apples.

ABOUT DIARIES

One of the most important functions of January 1st, to us, is its part in starting diaries. Everyone experiences, at some time or another, that indescribable desire to put down in writing the events of the day, not so much as a reference, but as a manner of letting off surplus "steam" that may have been stored up due to passing events.

Abraham Lincoln was known, when vexed with one of his associates, to write a scathing letter to him, setting forth his opinion of the person in question in harsh words. However, these letters never reached the addressee for the reason that Lincoln promptly destroyed them. His reason for writing was to rid his mind of all the rancor it held; then he was able to approach the question with a clear mind and a fair point of view. Perhaps this was the secret of his ability as a statesman.

We are not advocating diaries as storehouses of rancor. Indeed, it would prove embarrassing in later years should such fall into the hands of those who would use them to their own selfish advantage. The diary, as we see it, should co-ordinate the past with the future; it should serve as a means of improving our future by pointing out the faults of our past.

The diary need not be a model of literature since it is primarily intended for private use. Still, one should have sufficient pride to make it as good as one is able. Diary keeping is an excellent opportunity to improve one's written English; at the outset, it is usually the desire of the writer to make his daily entry in as brief a style as possible. Here is a fine opportunity to acquire conciseness. As the diary habit grows, the daily entry may grow longer and more detailed. If this stage is reached, the writer develops a more effusive style; indeed, he may even become flowery.

The budget and daily schedule of activity goes hand-in-hand with the diary. The good points of the former have been lauded before and we will not attempt to enumerate their benefits here, except to say that the difficulty of keeping either, which is quite apparent and well-known to most of us, is greatly facilitated by keeping a diary.

It is never too late to start a diary. Far-sighted publishers have taken advantage of this fact by printing the so-called "perpetual" type. Most of us, though, prefer to start at the first of the year.

System is one of the salient virtues of our profession and we can think of no better training for its acquirement than by diary-keeping. It can be done on a small or large scale, according to the personal desires of the individual. It's a lot of fun; why don't you try it?

Railroad Data informs us that during the past five years there has been an annual increase of approximately 650 grade crossings; during the same period there was an increase in registration of nearly 7,000,000 automobiles. It is evident that there is a proportional increase of grade crossing risk.

Accidents have increased only 9 per cent, while highway traffic has increased 33 per cent, and grade crossings have increased 11½ per cent. Nevertheless, the fact that are some 10,000 casualties per year resulting from grade crossing accidents deserves serious consideration.

This is a nation-wide problem and accidents are such that the elimination of grade crossings is a duty of every agency connected with highway construction.

The office of the College of Engineering reports that 102 frosh have made a point average of three or better during the past quarter. This represents about one-fifth of the class and is a gain of over 25 per cent over the number for last Autumn Quarter. As is customary, Junior Dean Turnbull will send a lettered card of congratulations to each of these men who have so distinguished themselves scholastically.

A seminar will be held on February 27, under the auspices of the Society for the Promotion of Engineering Education, to discuss various ideas concerning the problems of engineering education. Professor Dreese will lead the discussion. Dean Hitchcock will be chairman.

OUTSTANDING ENGINEERS

In response to a request to officials of various American engineering schools to submit lists of outstanding engineers of the past twenty-five years as well as the greatest engineers of all time, *The Journal of Engineering Education*, publication of The Society for the Promotion of Engineering Education, printed the following in a recent number:

GREATEST ENGINEERS OF ALL TIME

James Watt	George Westinghouse
Leonardo da Vinci	John Ericsson
Thomas A. Edison	Archimedes
William B. Eads	Lord Kelvin
Ferdinand de Lesseps	John L. Roebling
Charles P. Steinmetz	George W. Goethals
John F. Stevens	

OUTSTANDING ENGINEERS OF THE PAST

TWENTY-FIVE YEARS

Herbert C. Hoover	Guglielmo Marconi
Charles P. Steinmetz	Henry Ford
Thomas A. Edison	Ralph Modjeski
John F. Stevens	Benjamin G. Lamme
John Hays Hammond	Michael Pupin
George W. Goethals	John R. Freeman
George Westinghouse	Clemens Herschel
Gustav Lindenthal	

This tabulation presents a wealth of material for discussion and we believe certain hot-headed members of the engineering tribe will feel indignant at the omission of certain of their idols. We ourselves wonder at the omission of the Wright brothers; surely they contributed enough to the field of engineering science to merit at least a place in the last section.

It would be a very good idea for the individual to go over these lists and see if he can name at least one accomplishment of each engineer. We doubt if the average student in the college can.